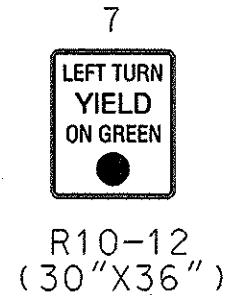
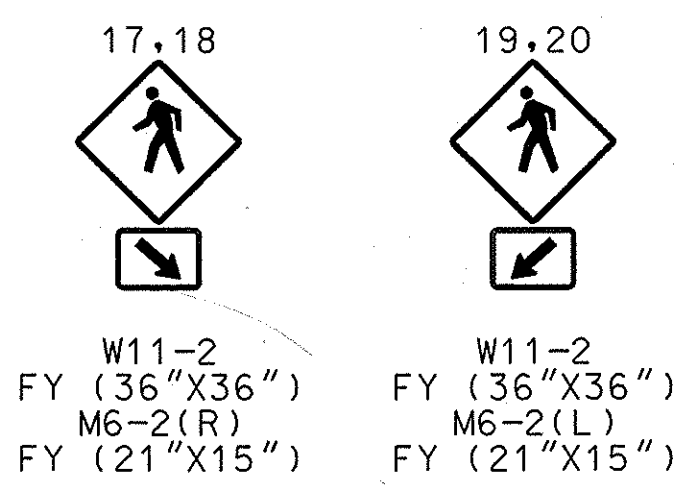


MD 337 IS ASSUMED  
TO RUN IN A  
NORTH-SOUTH DIRECTION

EXISTING SIGNS  
TO BE REMOVED



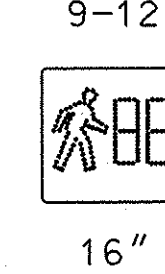
PROPOSED SIGNS



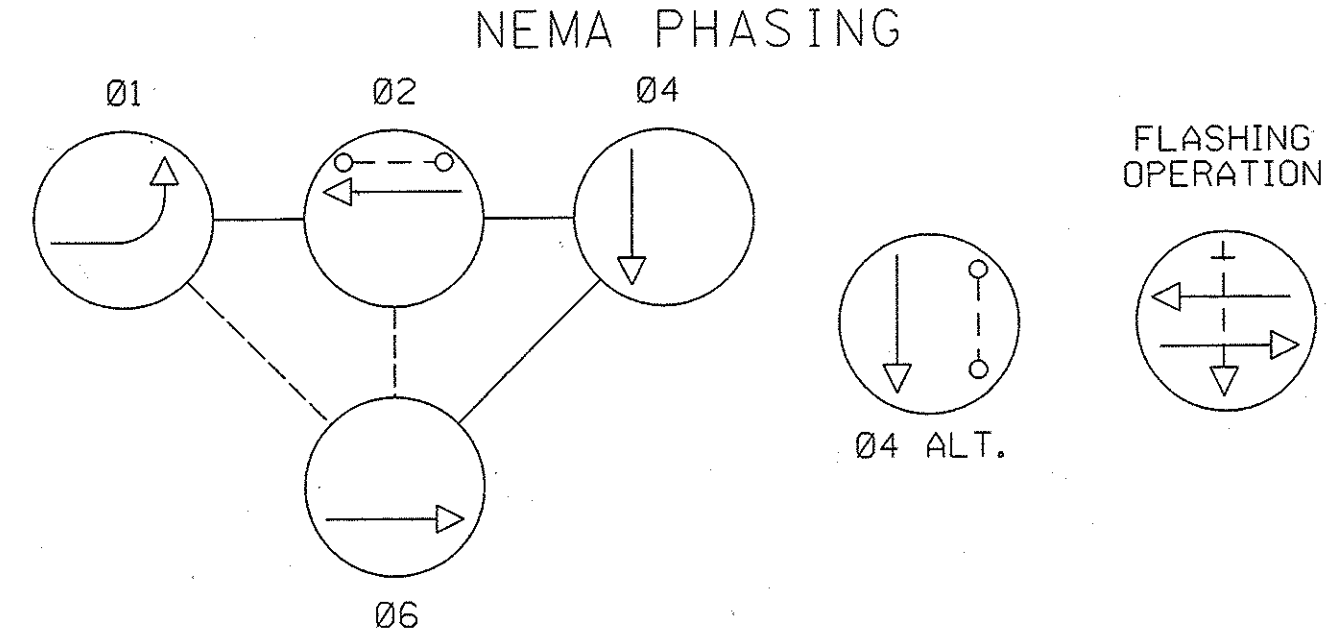
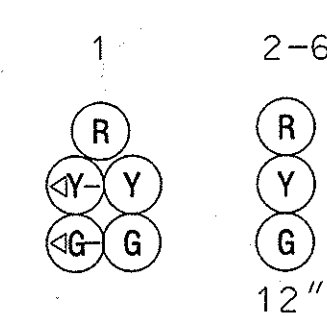
EXISTING SIGNAL  
HEADS TO BE REMOVED



PROPOSED  
L.E.D. SIGNALS



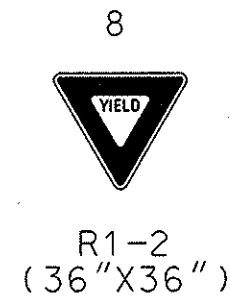
EXISTING SIGNAL  
HEADS TO REMAIN



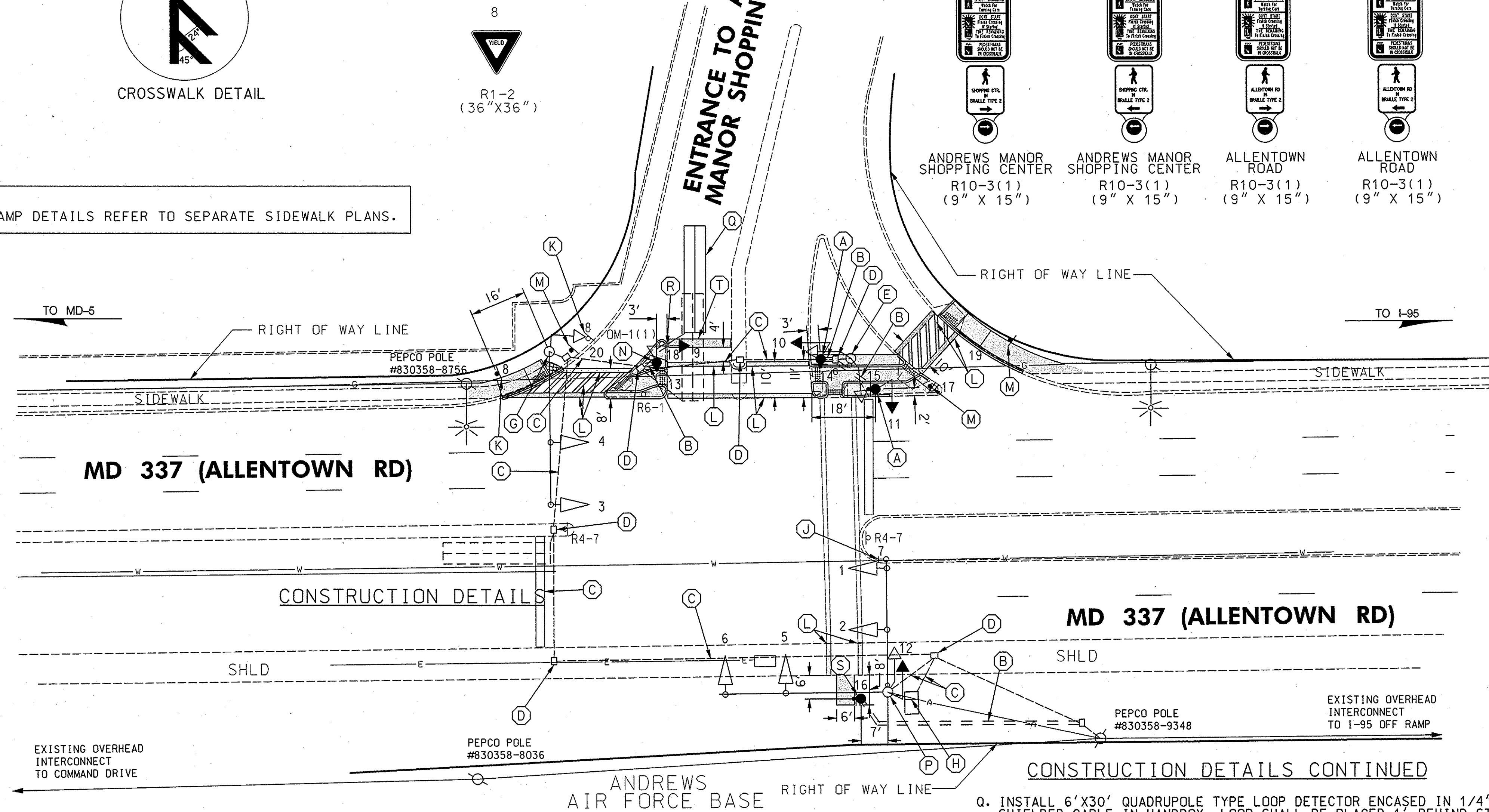
NOTE:  
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.  
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



EXISTING SIGNS  
TO BE RELOCATED



SPECIAL NOTE:  
FOR SIDEWALK AND RAMP DETAILS REFER TO SEPARATE SIDEWALK PLANS.



GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
3. ALL UNUSED CABLE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
4. UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
6. ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7652 TO COORDINATE.
7. LOCATION OF ACCESSIBLE PEDESTRIAN PUSHBUTTONS MUST MEET THE LOCATION REQUIREMENTS OF THE MUTCD, SECTION 4E-09 AND FIGURE 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
8. INSTALL PVC SLEEVE FOR SIGNS IN SIDEWALK AREAS.
9. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM 60"X60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN 2%.
10. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA, DOES NOT HAVE TO REACH MORE THAN 18"
11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

- A. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH LED PEDESTRIAN COUNTDOWN SIGNAL HEAD, APS PUSHBUTTON AND SIGN (ORIENT PARALLEL TO CROSSWALK). NOTE: INSTALL 1-3 IN. CONDUIT BEND IN POLE BASE.
- B. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- C. USE EXISTING CONDUIT.
- D. USE EXISTING HANDHOLE.
- E. REMOVE EXISTING PEDESTAL POLE AND EXISTING PEDESTRIAN SIGNAL HEADS. REMOVE FOUNDATION 1 FOOT BELOW GRADE AND CAP AND ABANDON ALL ASSOCIATED CONDUIT.
- F. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON FROM EXISTING SIGNAL POLE; PLUG ALL UNUSED HOLES IN EXISTING POLE.
- G. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD FROM EXISTING SIGNAL POLE; PLUG ALL UNUSED HOLES IN EXISTING POLE.
- H. USE EXISTING CABINET
- J. REMOVE EXISTING MAST ARM MOUNTED SIGN.
- K. RELOCATE EXISTING GROUND MOUNTED R1-2 SIGN TO PROPOSED LOCATION; INSTALL SIGN ON 4"X4" WOOD SUPPORT.
- L. INSTALL 12" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
- M. INSTALL 4"X4" WOOD SUPPORT WITH W11-2 AND M6-2 SIGNS.
- N. INSTALL 14 FT. BREAKAWAY PEDESTAL POLE WITH LED PEDESTRIAN COUNTDOWN SIGNAL HEAD, APS PUSHBUTTON AND SIGN (ORIENT PARALLEL TO CROSSWALK). BAND W11-2 AND M6-2 SIGNS TO POLE. NOTE: INSTALL 1-3 IN. CONDUIT BEND IN POLE BASE.
- P. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD FROM EXISTING SIGNAL POLE; PLUG ALL UNUSED HOLES IN EXISTING POLE AND INSTALL LED PEDESTRIAN COUNTDOWN SIGNAL HEAD.
- Q. INSTALL 6'X30' QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING (3-6-3 WINDING) AND SPLICE TO EXISTING 2-C ALUMINUM SHIELDED CABLE IN HANDBOX. LOOP SHALL BE PLACED 1' BEHIND STOP LINE. ABANDON EXISTING LOOP.
- R. INSTALL 1" RIGID GALVANIZED STEEL CONDUIT (FOR DETECTOR SLEEVE)
- S. INSTALL 5 FT. BREAKAWAY PEDESTAL POLE WITH APS PUSHBUTTON AND SIGN (ORIENT PARALLEL TO CROSSWALK). NOTE: INSTALL 1-3 IN. CONDUIT BEND IN POLE BASE.
- T. INSTALL 24 INCH (2-12 INCH) WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.

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APPROVALS	
TEAM LEADER	ASST. DIR. CHIEF
DIVISION CHIEF	OFFICE DIRECTOR

REVISIONS	
MRB	DAE
G	AS BUILT
RRZ	
F	RELOCATION OF CABINET AND SERVICE
EMM	SR

<b>SHA</b> STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION MD 337 (ALLENTOWN ROAD) AT ENTRANCE TO ANDREWS MANOR CAMP SPRINGS, MARYLAND	
SHA CONSTRUCTION NO. PG586A51	
TRAFFIC SIGNAL PLAN	
SCALE 1" = 20'	DATE 07-18-77
DESIGNED BY STEVE RENZI	COUNTY PRINCE GEORGES
DRAWN BY STEVE RENZI	LOGMILE 1.623701 28
CHECKED BY	TMS NO. I-509
FAP NO. MG-5104(I)	TOD NO.
TS NO. 1209H	DRAWING - OF
SHEET NO. 20 OF 23	

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